

IMPORTANT

MR. HOMESEAKER

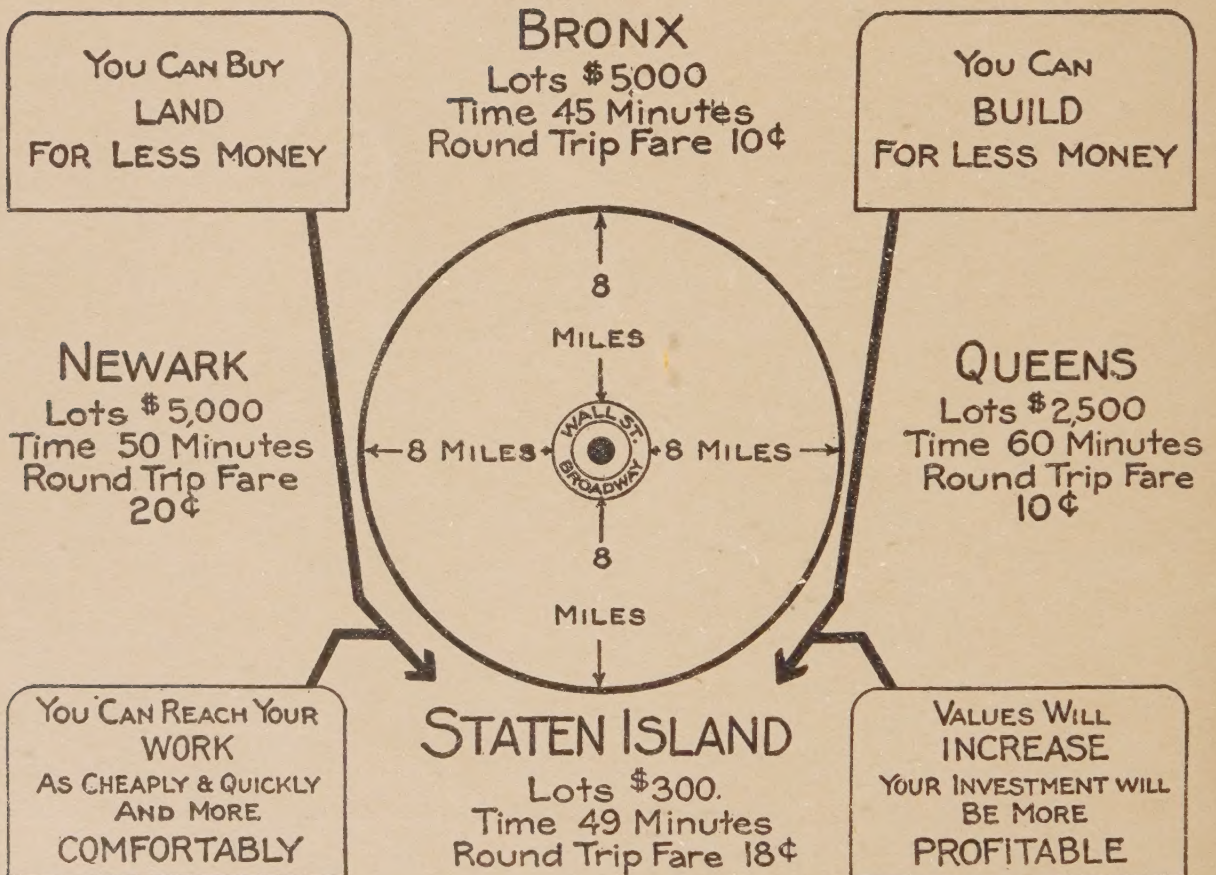
IMPORTANT

STATEN ISLAND SOLVES THE PROBLEM

OF

HIGH RENT

A COMPARISON



BOROUGH OF RICHMOND'S
SOLUTION OF HOUSING
PROBLEM



FOREWORD.

Six miles south of City Hall, Manhattan, or an equal distance south as 100th street is north, are 36,000 acres of New York City, almost three times the size of Manhattan, which on account of natural advantages are unequalled for residential, business or industrial purposes. This land is known as Richmond Borough, or Staten Island, the most southerly part of New York City and State. By looking at the map on the outside cover of this book you will see the important position it occupies. Not only is it opposite the gateway from the Atlantic Ocean to the world's greatest port, but it also lies at the mouth of the great inland waterways of New York and New Jersey, viz., the East River, the Hudson River, the Hackensack River, the Passaic River, and the Raritan River.

One-half of the ocean-going commerce of the United States, in addition to the immense traffic contributed by the waterways just enumerated are continually passing along its shores to reach harbors at a greater distance and less advantageous than those offered by our island. The time is not far distant, however, when this great mass of business will be diverted to the splendid waterfront of Staten Island.

The United States engineers have recognized the destiny of Staten Island by approving the dredging of a channel 30 feet deep, 400 feet wide, and 31 miles long, the largest project of its kind ever undertaken in this country.

The Hon. John F. Hylan, Mayor of The City of New York, and his fellow members of the Board of Estimate and Apportionment and other City officials, particularly Hon. Murray Hulbert, Dock Commissioner, and formerly a member of the Congressional Committee on Rivers and Harbors, have recognized this island as the future seaport borough of Greater New York by authorizing the construction of the largest group of 1,000-foot piers in the world along its easterly shore, upon which work has already been commenced. The Dock Commissioner's letter, on another page, will tell you that when completed these docks will accommodate forty-two 500-foot overseas steamers, yet these piers take up only 2 per cent. of our waterfront. When they are completed the total docking facilities of our eastern shore will accommodate eighty-five 500-foot overseas steamers, or more than the entire Borough of Manhattan.

The interior of our Borough is ideal for homes, a gradual rise from the shore to a height unequalled for many miles, with superb views, perfect highways, ample public schools, with sufficient seating accommodation for every child, private schools and academies, churches of every denomination, theatres and other amusements, including many miles of the safest bathing beaches, make it a most healthful and desirable place to live.

Transportation facilities are excellent, including in addition to the steam and trolley roads, a new municipal bus line, whose route will open up those parts of

our Borough which have hitherto been furthest from traffic lines. No overcrowding; a seat for every passenger. The Public Service Commission is also preparing plans for a subway, which will increase the value of property tenfold.

Land in Richmond Borough is cheaper to-day than in any other part of the Greater City, but this condition may change to-morrow.

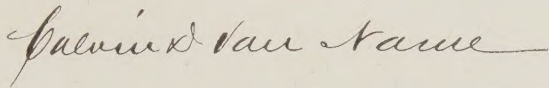
The TIME to move to Staten Island is NOW.

The TIME to buy land there is NOW.

Why live in another man's house when you may so easily own your own?

No other investment, in my opinion, will bring equal returns.

Respectfully,

A handwritten signature in cursive script, reading "Calvin D. Van Name". The signature is written in dark ink and is positioned above the printed name.

President of the Borough of Richmond.

CITY OF NEW YORK
OFFICE OF THE MAYOR

March 27, 1920.

The Hon. CALVIN D. VAN NAME,
President of the Borough of Richmond,
Staten Island, N. Y.:

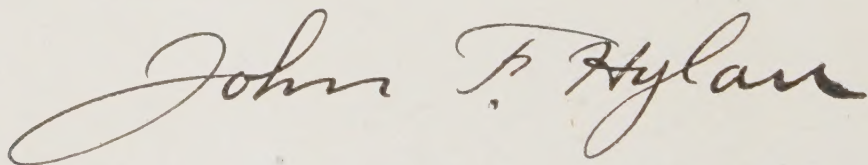
My Dear President—There is no subject which to-day concerns our people so intimately as the housing and rent situations. The City Administration and the Mayor's Committee on Rent Profiteering are endeavoring with all the means at their command to give a new impetus to an extensive building program through the co-operation of all parties concerned in the construction of new homes.

Attention has been directed to the great enhancement in values that has come to real property in Greater New York. The possibilities of future enhancement is unquestioned.

The Borough of Richmond must inevitably become one of the most desirable for residential purposes. The City Administration is behind all plans for better and quicker connections, both freight and passenger, between that borough and the other boroughs of the City. This fact alone should appeal to those who hesitate to build homes on Staten Island. The isolated spots in the far reaches of the island will receive added attractiveness when the City-owned bus lines are in full operation and reach remote corners hitherto untouched by the trolley lines. The splendid advantages of Staten Island's vast water front being so greatly benefited by the gigantic municipal dock improvements now under way, need no further appeal to the manufacturing and commercial interests.

Any campaign carried on to arouse interest in the necessity of owning one's home is deserving of the heartiest support, for it will be of great aid to the City Administration in its efforts to solve the vexatious housing problem by creating an interest in the erection of homes, upon which, after all, the stability of any community must rest.

Very truly yours,

A large, elegant handwritten signature in dark ink, reading "John P. Hylan". The signature is written in a cursive style with long, sweeping strokes, particularly in the first and last names.

Mayor.



MAYOR HYLAN

ADDRESS ALL COMMUNICATIONS
TO COMMISSIONER OF DOCKS

CITY OF NEW YORK
DEPARTMENT OF DOCKS
OFFICE OF THE COMMISSIONER

Pier A, North River, April 7, 1920.

The Hon. CALVIN D. VAN NAME,
President of the Borough of Richmond,
Staten Island, N. Y.:

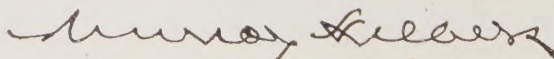
My Dear President:

1. In making a survey to increase the overseas steamship wharfage available within the Port of the City of New York, I was greatly impressed by the undeveloped waterfront between Arrietta street, Tompkinsville, and the Pouch Terminal, Clifton.

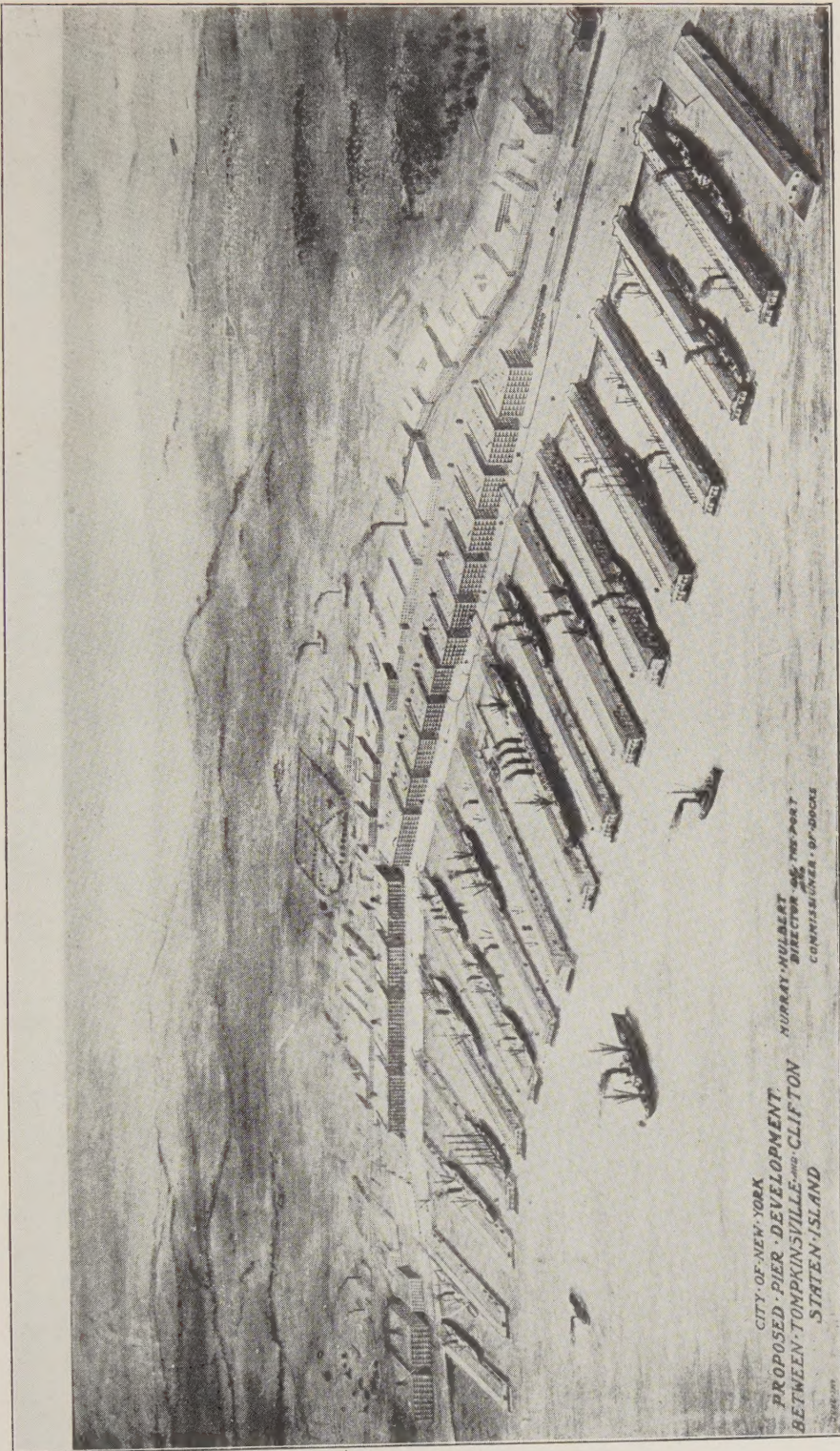
2. This waterfront is located on the main entrance channel of the harbor. It has a direct main line connection with the rest of the continent, and, by virtue of the high hills which rise up directly behind it, it is well sheltered from the severe northwesterly winds of the winter. Convinced of the great advantages to be obtained by the construction of a steamship terminal in the Borough of Richmond, I am happy to say that the administration of The City of New York supported me and the actual construction of these piers is now under way. At its completion, the Borough of Richmond will have added to the effective side wharfage available for the berthing of overseas steamships 26,000 linear feet, capable of berthing at one time forty-eight 500-foot steamers, and an aggregate of 2,250,000 square feet of pier space will have been created. This in itself will give to the Borough of Richmond a greater pier area and a greater length of wharfage room *for overseas steamships* than is used for this same purpose on the entire Island of Manhattan. Nor is this all. As a natural consequence of an improvement of this magnitude there will doubtless follow a warehousing and manufacturing development on the upland connected with these piers, which, when completed, should make Staten Island the foremost steamship terminal in the world.

3. The direct advantages should be:

- I.—The necessary housing of thousands of persons incidental to the vast business that will be carried on at and through this terminal;
- II.—The expansion and improvement of the ferry service to Staten Island, and eventually,
- III.—The connecting up of Staten Island physically as a part of the greater City of New York by means of a subway.



Commissioner of Docks.



CITY OF NEW YORK
DEPARTMENT OF PLANT AND STRUCTURES
MUNICIPAL BUILDING

April 14, 1920.

The Hon. CALVIN D. VAN NAME,
President of the Borough of Richmond,
Staten Island, N. Y.:

Dear Mr. President—The records of the Department of Plant and Structures indicate a remarkable increase of population in the Borough of Richmond. In 1919 the Staten Island Division of the Municipal Ferries carried 19,579,271 passengers, an average of 53,943 per day, the increase over 1918 being about 11½ per cent. In addition, there were 566,962 vehicles.

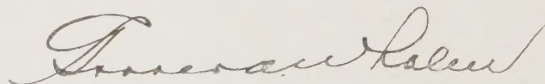
The figures, supplemented by my personal observations of the ferry traffic, have led me to make every possible provision for the handling of the traffic. I have augmented the repair forces and have directed that the utmost efforts be made to put the plant in such condition as to have available at all times two slips at each terminal and the whole fleet of six fast boats.

I have extended the rush-hour service over an additional hour morning and evening, and I have arranged to provide extra boats between the regular scheduled runs, when needed, so far as the boats at my disposal will permit.

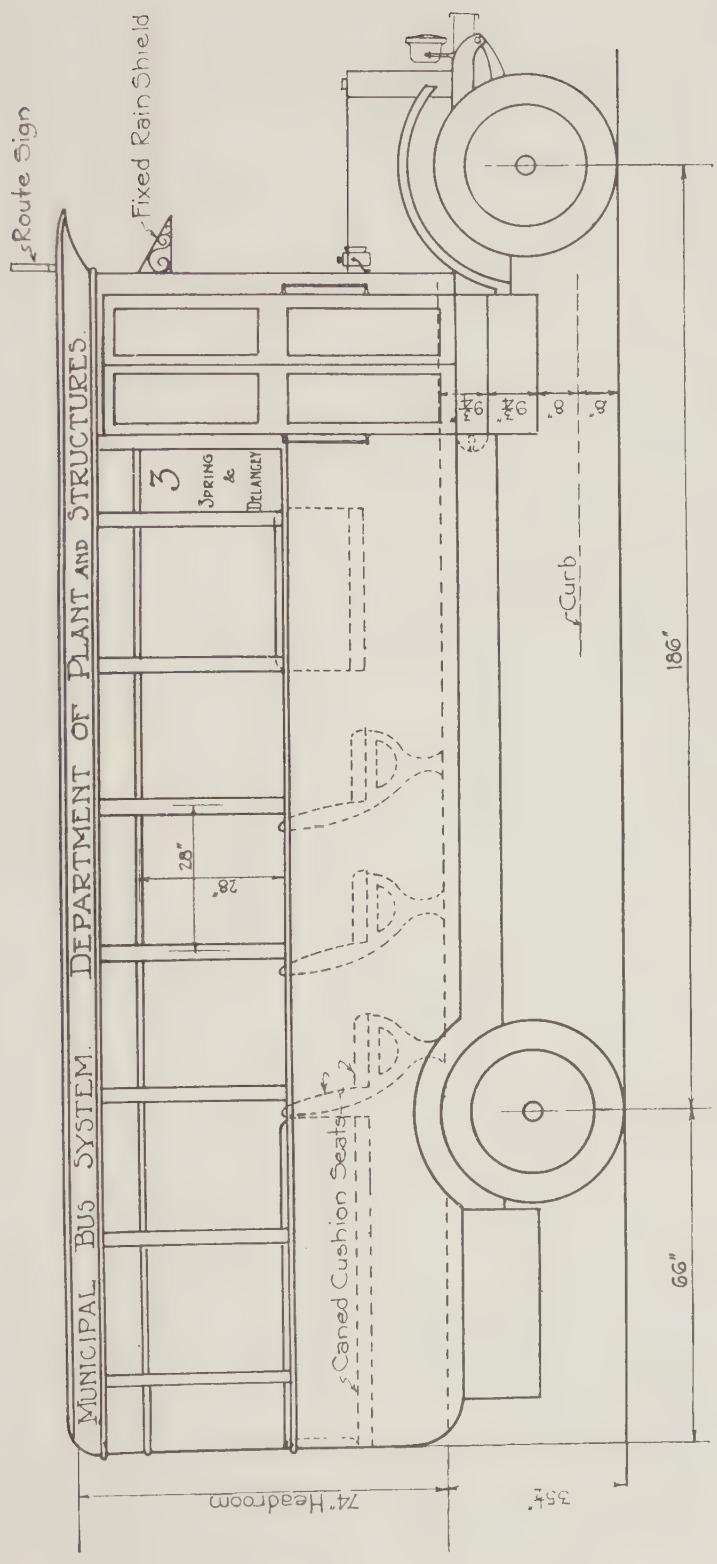
Looking to the future, I am having plans prepared for new ferryboats and hope to have these in operation next year.

In connection with the emergency bus service that I instituted on Staten Island in January, I have observed the possibility of making accessible the vast undeveloped areas of Staten Island. I hope to be able to render service along this line by establishing bus service in various sections of the Island, when this Department is permitted to proceed with the plans of the Hylan Administration for the purchase and operation of buses.

Very truly yours,



Commissioner of Plant and Structures.



TYPE OF CITY BUS TO BE OPERATED IN LARGE NUMBERS ON STATEN ISLAND

The City of New York
Office of the
President of the Borough of Richmond

CALVIN D. VAN NAME, PRESIDENT OF THE BOROUGH

Borough Hall, Staten Island, April 5, 1920.

To the Honorable Board of Estimate and Apportionment of The City of New York:

Gentlemen—The recommendation of the President of the Borough of Manhattan that the shortage of homes be relieved by this Board furnishing money to erect buildings on City-owned property is, in my opinion, the only way to get immediate action; but instead of building on City-owned property, homes should be erected in the Borough of Richmond, where they will produce more per dollar invested than in any other locality.

Buildings erected on City-owned property will cost \$6,000 per family. This amount at 6 per cent. will necessitate a monthly rental of \$30.

In the Borough of Richmond we can erect a six-room 1½-story detached cottage on a lot 25 by 100 feet, with all conveniences, near station, within one hour of Manhattan, round trip fare 24 cents, for \$3,000. The monthly rental of this house to produce 6 per cent. would be \$15. A large number of these homes could be built in sixty days. The tenant, if he desires, can pay an additional \$10 per month, and taxes, which this year would be \$6.32 per month, or a monthly total of \$31.32, less than tenants are paying for rent to-day, and become the purchaser of a modern home situated in the most beautiful part of New York City.

By this process the City would reduce its investment \$120 per year per house, and in addition collect \$75.90 per year per house in taxes. No initial payment of a lump sum would be required and the tenant would reduce his rent each year. By expending the money in Richmond less capital would be required; the investment would pay 6 per cent.; the return of the principal would commence after sixty days. It would improve living conditions. It would also increase the income of the City by adding to the taxes, which will be lost if built on City-owned property.

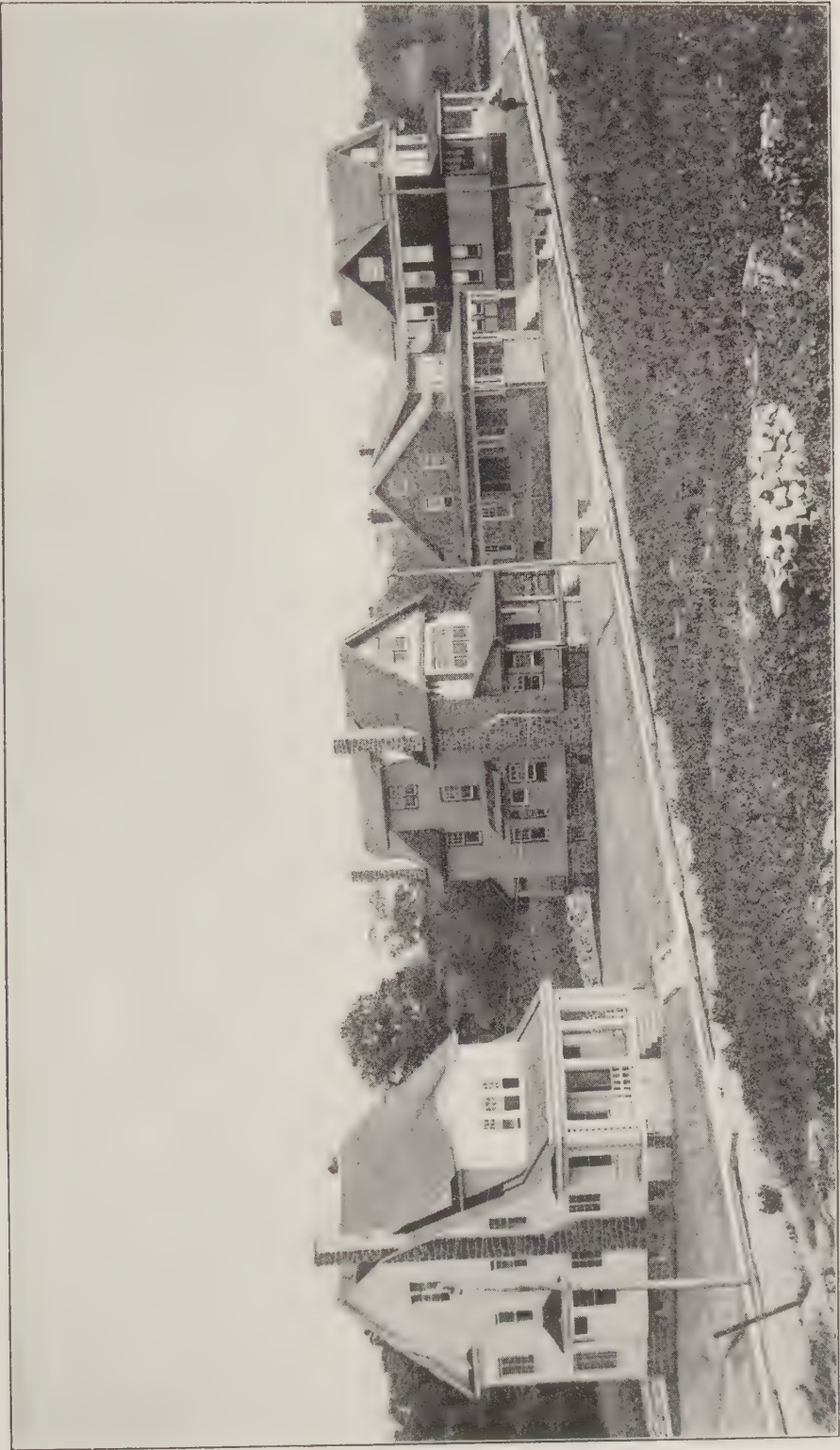
Furthermore, I am prepared to say that if this money is expended in Staten Island, the Borough Government, as its direct contribution to the cause, will undertake without any additional help or expense to supervise, through its Bureau of Buildings, the erection of these homes, to the end that the City and the purchasers will get full value for their money.

For the purpose outlined above I request an issue of corporate stock to the amount of \$2,000,000.

Respectfully,

Calvin D. Van Name

President of the Borough of Richmond.



HOME DEVELOPMENT—STATEN ISLAND

SHORT HISTORY OF STATEN ISLAND.

Prior to the arrival of the white race on Staten Island it was occupied by the Raritan Indians, commonly called Aquehongas, a branch of the Delaware Nation. There were several large Indian villages throughout the Island, the most important being at Tottenville, Holland's Hook, Greenridge, Great Kills and West New Brighton, the latter being the chief village or council place where all negotiations with the white settlers were later carried on.

The first white man to visit Staten Island was an Italian named Verrazzani. It was in the summer of 1524, 32 years after Columbus discovered America. The next visit of a white man recorded was on December 3, 1609, when Hendrik Hudson anchored in the Narrows at about the same place as Verrazzani.

The first settlement of white people on Staten Island was in 1624, by Walloons from Belgium. There was much fighting between the Walloons and the Indians, and the former eventually retired to New Amsterdam, now the Borough of Manhattan.

A number of Dutchmen under David Pietersen de Vries came over in the year 1637, and settled at what is now Fort Wadsworth, where was built the first signal station by white men on the North American continent.

Many battles were fought with the Indians and relics of these wars are picked up even to this day. Not many years ago the skeleton of an Indian, nearly seven feet tall, was found on the Island with arrow heads still sticking in his chest bone. Due to these wars and other causes the Indians gradually disappeared, the last pureblooded Aquehongas living at Greenridge as late as 1826, and are buried there. The Island was heavily timbered in those days, and the Indians called it Aquehonga Manadnock (the Island of Woods).

The first permanent white settlement on Staten Island was at Stony Brook, between New Dorp and Oakwood, where the first court house and church were erected, the latter being used as a place of worship by the Waldensians and Huguenots.

In 1661 Staten Island fell into the hands of the English and became a part of the British colony.

One of the first acts performed by the English Governor, Richard Nicoll, was to take formal possession of Staten Island in the name of the Crown. He made a number of grants of land to settlers, and from these colonial grants most of the land titles took their origin.

About 1668 Lord Berkeley received a grant from the Crown to all lands west of the Hudson River, which he called Nova Caesarea, or New Jersey. For a time Staten Island was considered a part of New Jersey and paid taxes to that colony. But a dispute arising between the Duke of York and Lord Berkeley as to the ownership of Staten Island, it was decided that all the islands which could be circumnavigated in twenty-four hours should belong to New York, all others

to New Jersey. Christopher Billopp undertook to sail around Staten Island and accomplished this task in his sloop "The Bentley" in a few minutes less than twenty-four hours, thus saving the Island for New York. Billopp was rewarded by a grant of 1,163 acres of land at what is now Tottenville, and on which in the same year he built a home, which is still standing, known as the Billopp House.

One of the Governors of New York, Thomas Dongan, an Irishman, afterwards the Earl of Limerick, was very fond of Staten Island. He lived in a castle overlooking the Kill von Kull, at what is now known as West New Brighton. He had a shooting lodge in the interior of the Island at Castleton Corners, and the road which led from the castle to the lodge was known as Manor road, and is still so called.

The Island in 1683 was divided into four townships, namely, Castletowne, or Castleton, Northfield, Southfield and Westfield. An additional town was created in 1866, known as Middletown, composed of parts of Castleton and Southfield. These are the five wards which to-day comprise the Borough of Richmond.

In 1683 the first census of Staten Island was taken; population, 200 farmers and 2,000 Indians.

In 1729 the county seat was removed from Stony Brook to Richmond, in the centre of the Island.

In 1776, the English, under command of General William Howe, took possession of Staten Island and fortified all the important points, such as Fort Hill, Richmond, Holland's Hook, Blazing Star (now Rossville), Bentley Manor (now Tottenville) and a number of other places for protection against the Americans who assembled in large numbers on the New Jersey shore. In the Black Horse Tavern, still standing at New Dorp, were quartered General Howe's staff.

For the purpose of making a last effort to bring about peace General Howe met Benjamin Franklin, John Adams and Edward Rutledge, representatives of the American Congress, in the Billopp House aforementioned at Tottenville, but no agreement being reached, the war continued.

The Americans made frequent attacks on Staten Island, but owing to the large British forces encamped there they were unable to accomplish much. They performed acts of great bravery, however, in the battles of Richmond, such as the storming of St. Andrew's Church in the fall of 1776 and again in August, 1777, the English soldiers having fortified themselves therein on both occasions. This church is still standing in the Village of Richmond; one may attend divine service there any Sunday. A visit to the cemetery adjoining will disclose many old tombstones with interesting epitaphs. The first principal highway on Staten Island ran from this church at Richmond to the watering place at Tompkinsville, and was known as the King's Highway. This watering place was famous among shipping men, who replenished their stock from the spring. The Daughters of the American Revolution have kept alive historic interest in this highway by placing signs at important points.

Among other interesting episodes of the war was the capture of Lieut.-Col. Christopher Billopp, a loyalist officer, who was taken prisoner at the Manor of Bentley by the Americans who had watched his home for several days from the steeple of a church in Perth Amboy.

After the departure of the English the Americans organized the local government of Staten Island, known as Richmond, the most southerly county of the State of New York.

The beauties of the Island attracted the rich merchants of New York, who erected a number of fine homes on the highway which ran along the north shore, called Richmond terrace. A large hotel was built known as "The Pavilion," creating a settlement called New Brighton, after the famous seaside resort in England. Staten Island was for a time a fashionable centre frequented by wealthy southerners during the summer season.

The two artificial islands off the shore of Staten Island, known as Hoffman and Swinburne, used for hospitals, were built in 1858, after the citizens had burned the Quarantine Hospital which was located at Tompkinsville.

In 1860 Commodore Cornelius Vanderbilt, a native of Staten Island, and the owner of ferries between New York and the east shore, built a railroad from Clifton to Tottenville. Later on, about 1880, Erastus Wiman built the Rapid Transit Railroad from South Beach to Holland's Hook. Through his influence a railroad bridge was built, which spans the Sound, giving direct rail connection between New York City and the west.

In 1895 the present system of electric street cars was introduced.

In 1898 Staten Island became a part of the Greater City of New York.

In 1900 the Municipal Ferry between Staten Island and Manhattan was started.

Among the many prominent men who lived on Staten Island were Aaron Burr, Vice-President of the United States; Daniel D. Tompkins, Vice-President of the United States; Commodore Cornelius Vanderbilt, railroad pioneer; Garibaldi, the Italian Liberator (the little frame cottage in which he lived still stands in Rosebank and is a mecca visited by thousands of Italian-Americans); Santa Anna, a former President of Mexico; Ralph Waldo Emerson, the great American philosopher; Nathaniel Hawthorne, George William Curtis, Erastus Brooks, Bill Nye; William Winter, the famous critic; Erastus Wiman, commercial and industrial promoter; and others prominent in the history of our country.

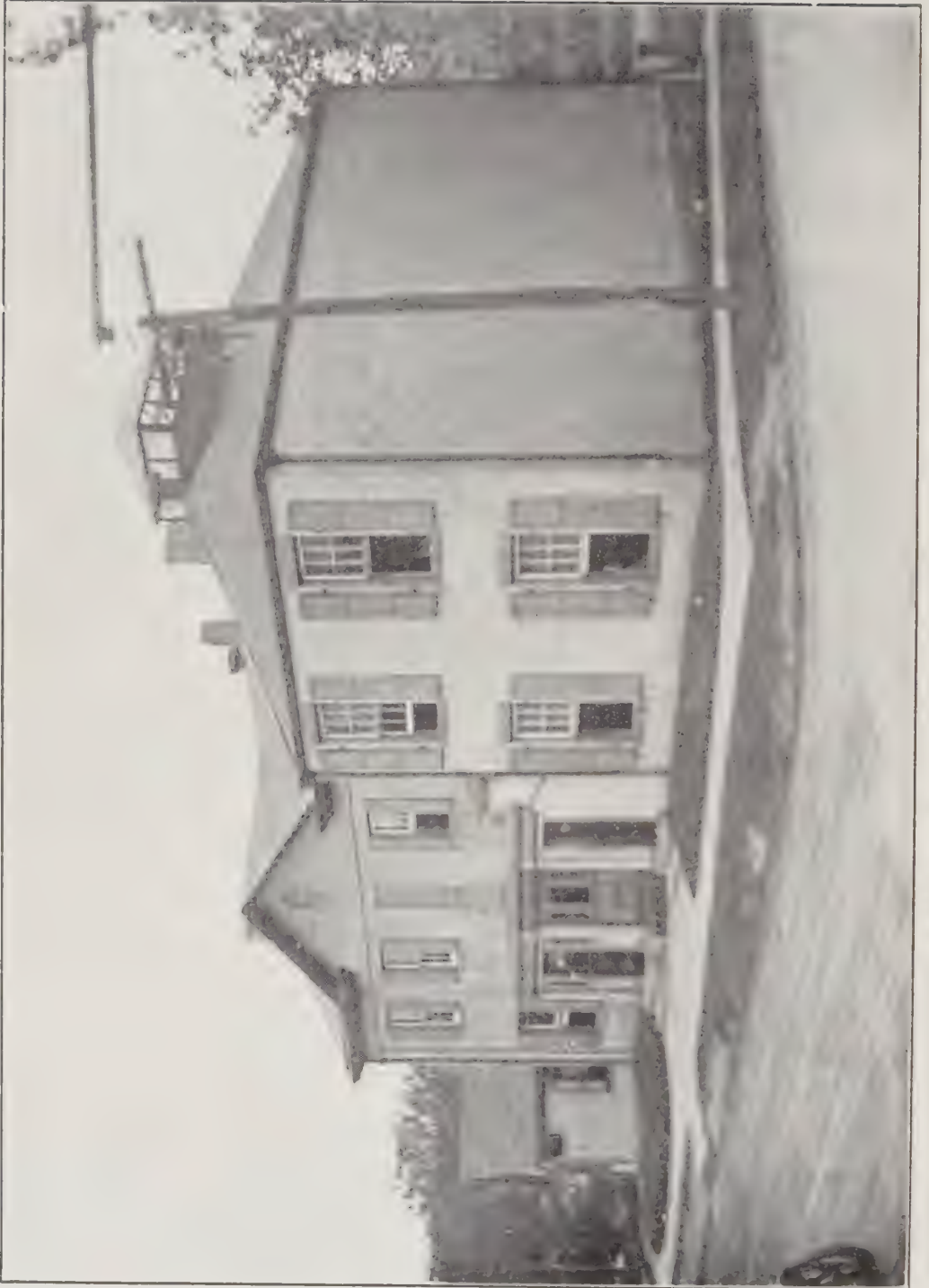
Staten Island is rich in historic lore and those interested would be well repaid by visiting the Museum of Arts and Sciences at St. George and reading Ira K. Morris' Memorial History of Staten Island, and then viewing the localities therein described in our beautiful borough.



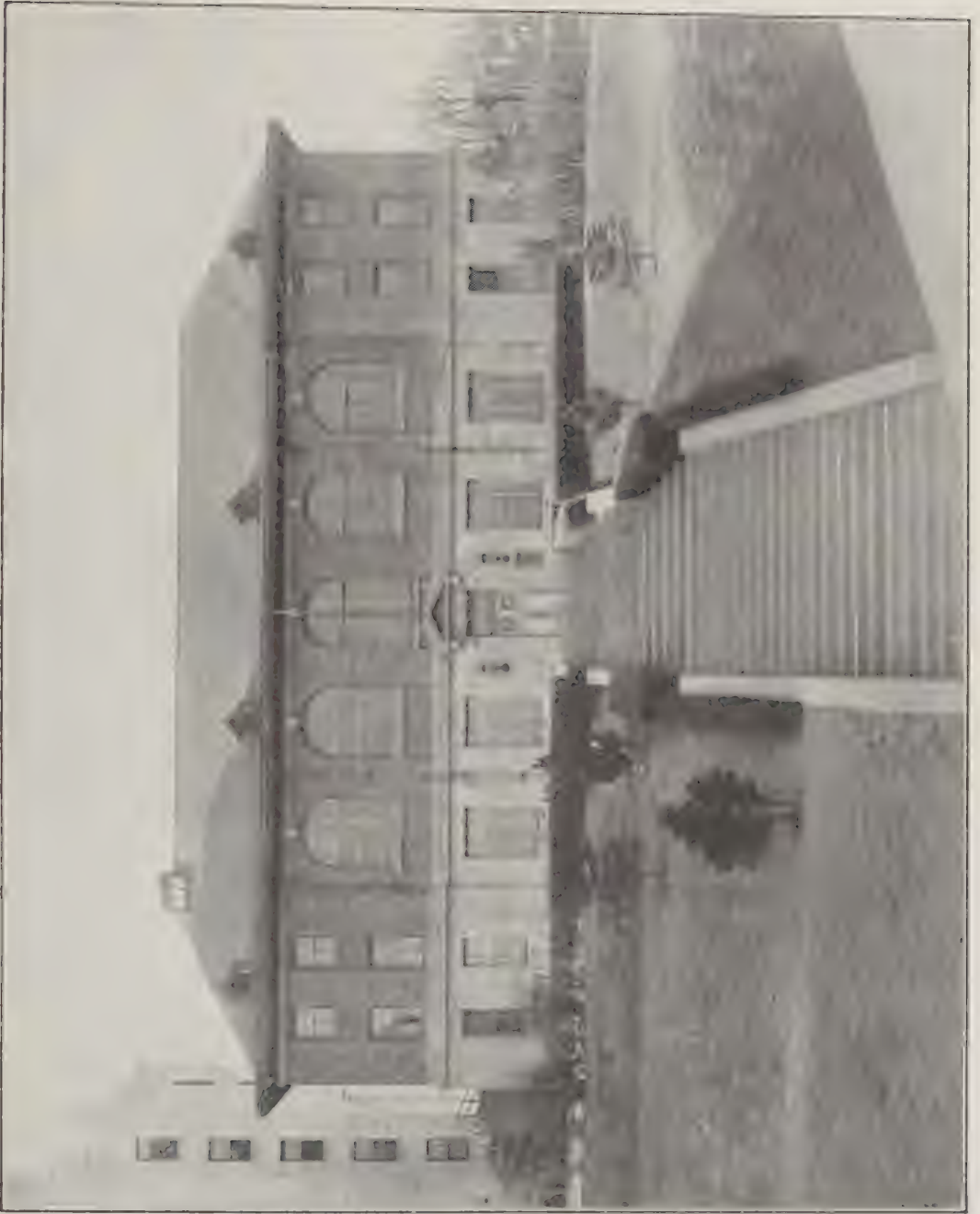
BILLOP HOUSE—REVOLUTIONARY HOMESTEAD



OFF SHORE



OLD SHERIFF'S AND COUNTY CLERK'S OFFICES, RICHMOND



ONE OF THE NUMEROUS LIBRARIES ON STATEN ISLAND

STATEN ISLAND OF TODAY.

Staten Island to-day is a progressive industrial and residential borough with all the fundamentals of an immense city ; namely :

Its Great Size—58 square miles, or 36,000 acres, two miles less than the combined area of Manhattan and The Bronx.

Location—It occupies the centre of New York Bay, surrounded by the busiest waterway in the United States. It is the nearest point of New York City and the shortest route to Philadelphia, Baltimore and Washington.

Waterfront—Its vast waterfront of 57 miles borders for much of its distance on existing channels deep enough to accommodate ocean-going steamers. When the approved Government channel is completed its entire shore line will be adjacent to water of sufficient depth to make it desirable for commercial purposes. Along its north and east shores runs a marginal railway, which is to be increased along its west shore, surveys having already been made, affording unsurpassed facilities for industrial plants. Our present piers will take care of thirty-seven 500-foot overseas steamers—when those under construction are completed the total number that can be accommodated will be eighty-five, more than in many European countries.

Highways—We have almost three hundred miles of improved roads built of concrete and macadam. They are used extensively by auto trucks which run daily between New York, Philadelphia, Baltimore, and cities as far west as Pittsburgh. This route is many miles shorter than any other. It is also the most popular, direct and shortest route to the Jersey Coast resorts, Asbury Park, Lakewood and Atlantic City. They pass through picturesque scenery, along wooded heights, through thriving villages, within view of the ocean, sound and lakes.

Transportation—Our Borough is traversed by steam, electric roads, and municipal bus lines which reach to all points and are run in sufficient numbers to give every passenger a seat, for a low rate of fare. We are connected with the other boroughs and New Jersey by six modern ferry lines and a railroad bridge, viz.: The Municipal Ferry from St. George to Whitehall street, Manhattan, the Brooklyn Ferry from St. George to 65th street, Brooklyn, the Tottenville Ferry to Perth Amboy, the Holland's Hook Ferry to Elizabethport, the Port Richmond Ferry to Bayonne, the Linoleumville Ferry to Carteret. The railroad bridge runs from the west shore to the mainland of New Jersey, connecting with the western trunk lines at Cranford Junction.

Manufactories—We have 170 industrial plants, employing 35,000 persons, covering every branch of manufacture, among which are some of the largest concerns in the country. Our shipbuilding industries are among the foremost of their kind. They were established long prior to the war. There have been as many as five overseas steamers launched within a week from these yards.

Educational—We have 54 of the finest public schools in the City, advantageously located, plenty of room for children, no part-time scholars, many public libraries and sufficient high schools, one of them the Curtis, having a very fine athletic field used by the children of public schools in other boroughs. Many private schools, including St. Peter's Roman Catholic High School, the Augustinian Academy, Convent of Notre Dame, Sacred Heart Academy, Staten Island Academy, Miss Blake's Dongan Hall Young Ladies' Academy, and many other high-class private schools.

Churches—We have 87 churches of every denomination, including Mount Manresa Retreat.

Public Utilities—Our Island is connected with the famous Catskill Water System, insuring the very finest of drinking water; it is stored in the Silver Lake Reservoir, surrounded by a park. It is distributed through 273 miles of water mains to the various localities. We have over 100 miles of sewers, laid of ample size to safely take care of the vast increase in population which is expected. Electric light is distributed throughout the entire Island and is made easily accessible for light and commercial purposes at cheap rates. 150 miles of gas mains of the New York and Richmond Gas Company supply the needs of the consumers at low rates.

To reach Staten Island from Manhattan you take any of the elevated or subway lines, the Sixth and Eighth avenue, or Broadway surface cars to South Ferry. Thence via the Municipal Ferry, with its large, commodious boats, running on 15 minutes schedule during the morning and evening, and 20 minutes during the middle of the day. The trip across the Bay is delightful, landing you at St. George, the principal entrance to the Island. A magnificent approach has been constructed from the ferry house to the main thoroughfare, opposite which stand the Borough Hall and County Court House, containing the borough and county offices.

Within walking distance of the ferry are thousands of buildings, including handsome residences, modern dwellings and fine apartment houses. You may take the train, trolley, bus or auto from this point along the shores to the beaches and bungalows, or to the interior of the borough, where there are thousands of acres of the finest land ready for homeseekers at less price per acre than a city lot would cost elsewhere.

Staten Island without doubt is the most beautiful of the five boroughs. In addition to its wooded heights it has many beautiful lakes, a chain of them being located in the Clove Valley within the confines of the New City Park.

Erastus Wiman said: "Staten Island will be that part of the Port of New York where the products of a continent will meet the tonnage of the world." This prediction was made only a few years ago, yet so much progress has been made in this direction that it has ceased to be a prediction, and is now a certainty. The purchase of land in Staten Island to-day is not a speculation, but an investment which will bring handsome returns. We look forward confidently to a large increase in our population because we offer you more value for your money than any other section in the vicinity of New York.

The present City Administration has promised a subway and the Public Service Commission is now surveying routes. Already a movement is on foot to increase the number of bridges between our west shore and the mainland of New Jersey.

The trend toward Staten Island has commenced.

Travelers on the Municipal Ferry have increased 11 per cent. over last year.

A booth will be maintained in the Borough Hall to give general information to those visiting the Borough.

Buy Staten Island newspapers, which will give the names and addresses of our real estate men.

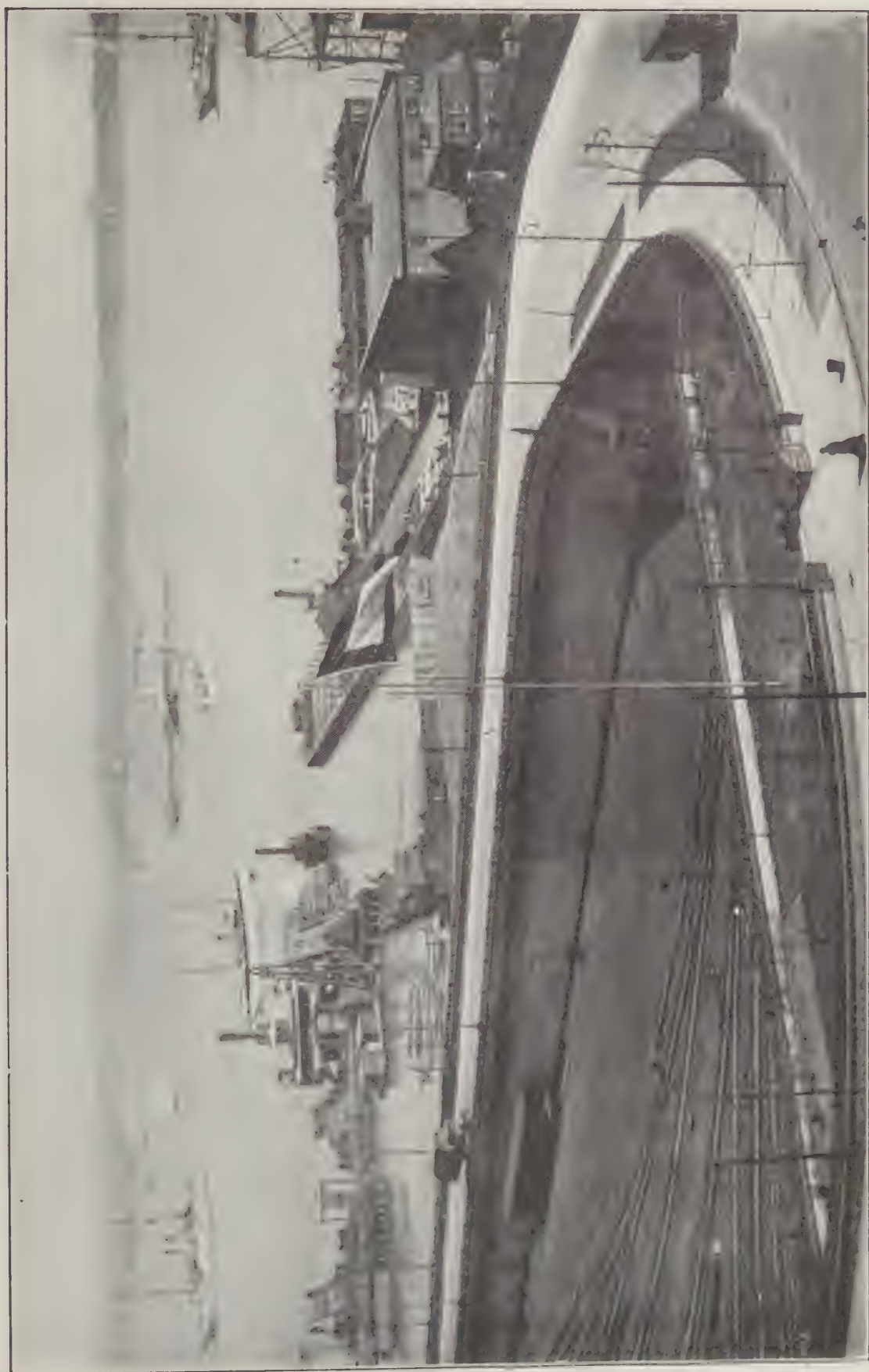
In conclusion, Mr. Reader, let me ask you to visit our Island and see for yourself the wonders of which we speak. Go out of the beaten path and stroll through country lanes which speak of the past, and then realize, if you can, that you are in the great City of New York, only as far south of the City Hall as Harlem is north.



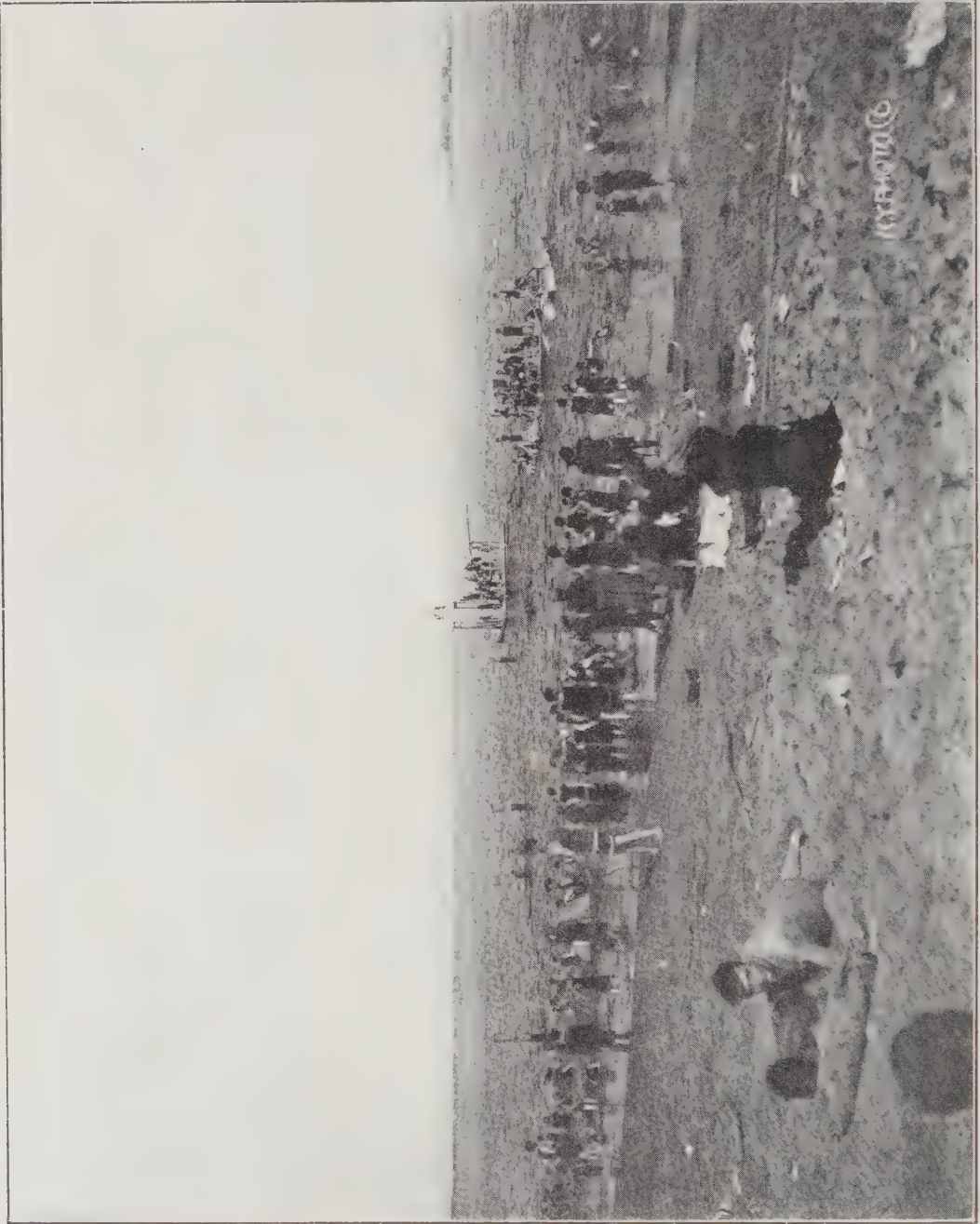
BOROUGH HALL, ST. GEORGE



OLD VILLAGE HALL, STAPLETON, S. I.



PART OF FERRY APPROACH, ST. GEORGE



25 MILES OF BATHING BEACH



BEAUTIFUL AUTO ROAD



HIGHWAYS



PRESIDENT VAN NAME STARTS CONSTRUCTION OF NEW HIGHWAYS



CURTIS PUBLIC HIGH SCHOOL



ST PETER'S PRIVATE HIGH SCHOOL



STATEN ISLAND ACADEMY



MODERN APARTMENT



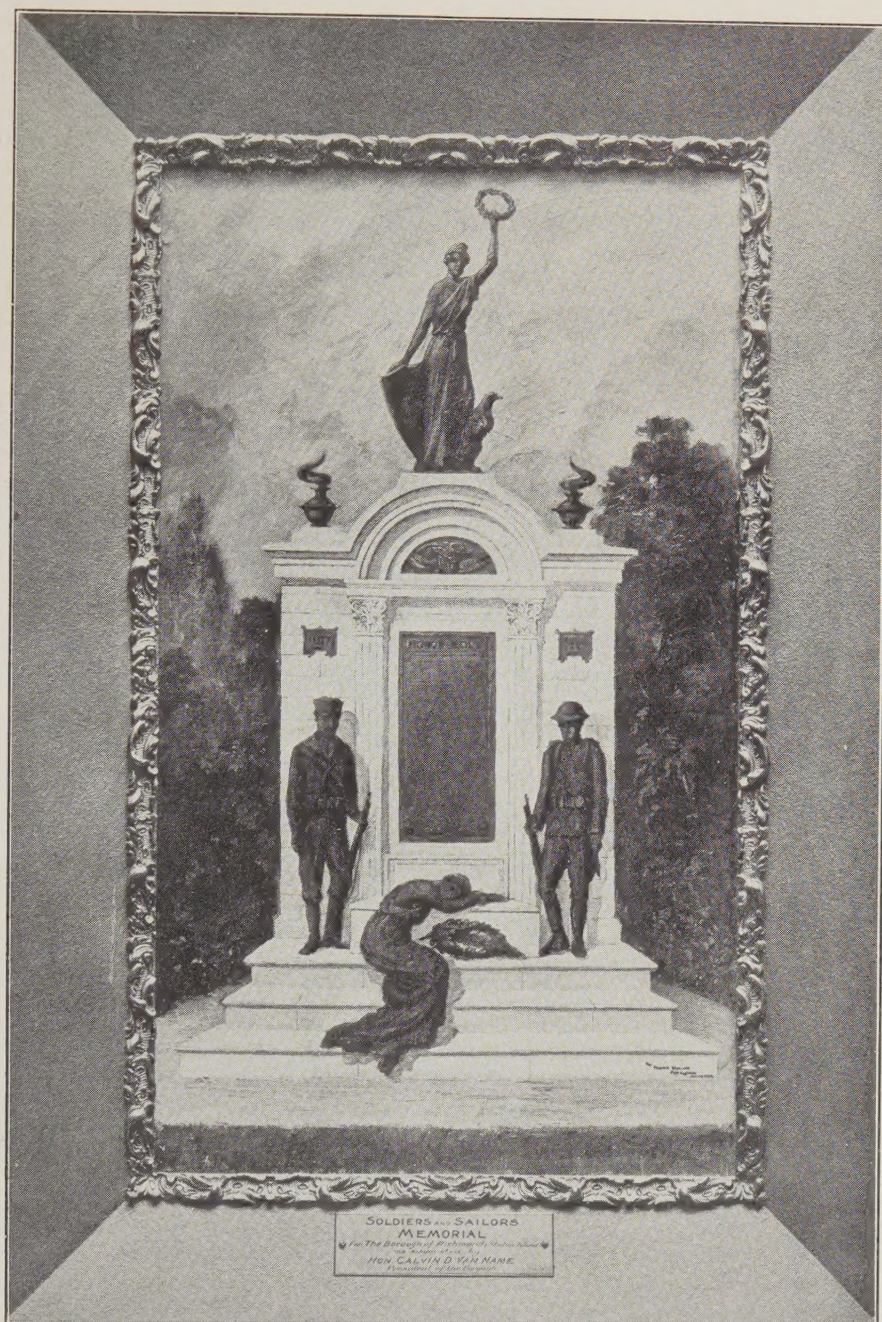
MODERATE PRICED DWELLING



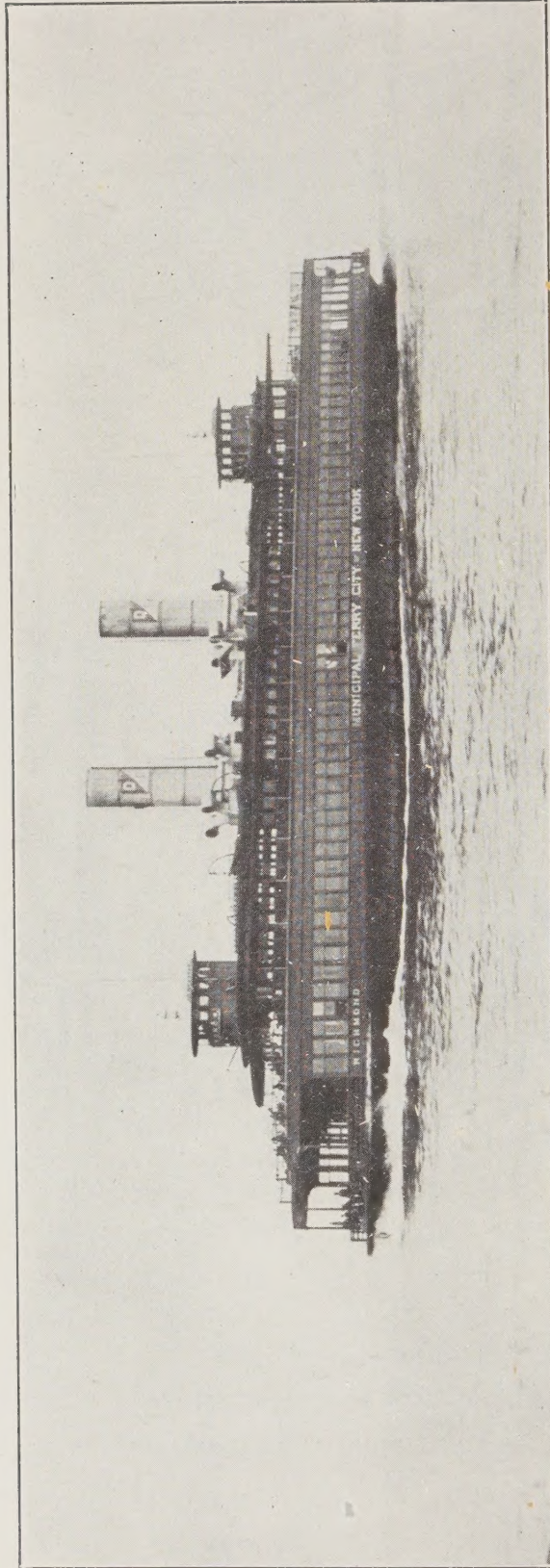
LOOKING OVER "NARROWS" FROM GRYMES HILL



AMERICAN DOCKS TERMINAL, ST. GEORGE



MEMORIAL TO SOLDIERS AND SAILORS OF WORLD'S WAR



ONE OF FLEET OF FAST MUNICIPAL FERRY BOATS

